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REGIONAL PLAN

REVIEW/UPDATE REPORT:

LOCAL PLANS AND ISSUES

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A Summary of Local Plan

Status and Development

Proposals of Potential

Significance for the

Comprehensive Regional Plan.

Review Report - February, 1975

A Staff Report for the ABAG

Comprehensive Plan Review/Update

city planning Regional SF bay area

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CHAPTER I

SUMMARY--FINDINGS AND IMPLICATIONS FOR COMPREHENSIVE REGIONAL PLAN REVIEW/UPDATE

Summary Status of Local General Plans and Mandated Plan Elements

As noted later in this report, the Regional Plan as originally prepared, drew heavily upon local government plans. Just as the Regional Plan itself has been amplified and extended since 1970 by the addition of special plan elements, so have local government plans changed, too. Every unit of local general-purpose government in the San Francisco Bay Area was contacted by phone during July 1974 (with a selective follow-up in October 1974 and February 1975) to review the status of local general plans and plan elements. The findings resulting from the review are summarized below:

Eighty-five local governments have completed and approved a General Plan. A majority have also completed the first five state-mandated elements. Cities and counties have completed the following individual elements:

<u>Mandated Element</u>	<u># Local Governments</u>
Land Use	82
Circulation	78
Housing	60
Conservation	75
Open Space	90
Seismic Safety	27
Noise	21
Scenic Highway	32
Safety	23

Most of the units lacking approval of the last four elements have asked for and received extensions from CIR for up to one year.

Some units have been delayed in adopting a complete General Plan because of the need to do a total revision in addition to the adoption of selected elements.

A number of the cities, especially those with small populations, expressed concern with the state practice to mandate new elements without regard to the funding capability of the jurisdictions. Many of the smaller cities were either waiting until their county did something or until they could secure funds for the project. Some misunderstandings and ambiguities on behalf of local governments have emerged in the process of responding to the current state requirements for the general plan and specific plan elements, including (a) questions by some charter cities, as in the cases of Berkeley and Santa Clara, if they even need to have a General Plan; (b) some cities say they do not have any freeways and therefore do not need a Scenic Highways element; and (c) differences in interpretation of the guidelines to which the mandated elements should conform.

Implications for Regional Plan Review/Update

1. Additional actions to expand review of local plans by ABAG which warrant further consideration should include:
 - a. Request local planning agencies to make another review of the Regional Plan for consistency with local policies.
 - b. Undertake review of basic policy issues with a city-county review mechanism consisting of local elected members.
 - c. Develop a Local Plan Review work element as part of the ABAG Annual Work Program.

- d. Making provisions for review of fundamental issues through public meetings.
2. Locally adopted plans should be further evaluated for their impact on Regional Plan Review/Update through the following ABAG programs:
 - a. Corridor evaluation.
 - b. Review and evaluation of local growth policies and housing/community development proposals.
 - c. Preparation of plan elements such as the Regional Housing Element, the Water Quality Element, and Air Quality Management Plan.
 - d. Examination of major development proposals of potential regional significance.

Summary--Responses to Local/Regional Plan Consistency Review

The Regional Plan identified an overall City-Centered Concept, goals, objectives and land use diagram expressing how those goals might be achieved in spatial form by the year 1990. During 1973 ABAG requested local government planning staffs to report inconsistencies in the Regional Plan and local planning policies. The purpose of ABAG's request for local review of the Regional Plan's policies and land use diagram was to identify problem areas in implementation of the Plan through local government actions.

The responses received by the ABAG request are as follows:

Summary of Responses

No Response Indicating No Inconsistencies	1 County 40 Cities
Responses with Inconsistencies Noted	8 Counties 40 Cities

Nature of Specific Inconsistencies*

Local plans show urban uses in the Open Space areas of the Regional Plan Diagram	78
Local plans show non-urban uses in Regional Plan Diagram urban areas	59
Transportation Related Land Uses on Regional Plan Diagram	38
Shifts Among Urban Land Uses on Regional Plan Diagram	28
Policy Definitions	15
Technical Inconsistencies	33

* Inconsistencies total more than number of cities responding due to many cities reporting more than one specific inconsistency.

Local governments review of the Regional Plan was primarily concerned with the Regional Plan Land Use Diagram which was interpreted for its similarity to the local land use plan. Local government responses did not identify the Regional Plan's concept, goals, objectives, and policies, as having inconsistencies with local land use plans, goals or policies. The conclusions can be drawn that local government continues to support the Regional Plan's City-Centered Concept for growth and development and the policies to carry it out. Some differences occur in actual expression of that concept and policies as land use types, patterns and locations.

Implications for Regional Plan Review/Update

1. ABAG should define and test criteria for regional significance in each Plan Element (e.g., Housing, Open Space) of the Regional Plan.
2. ABAG should analyse currently adopted city and county General

Plans, mandated elements, and development policies to see if subsequent local policies have had the effect of modifying the inconsistencies reported during the 1973 survey of inconsistencies. ABAG will recognize the most recent local policy action in such instances.

3. ABAG will need to clarify the meaning and use of the Regional Plan Map.

Summary--Impact of Major Development Proposals on Regional Plan Review/Update

The Regional Plan expresses an overriding regional concept of a City-Centered Region. Major goals and policies which express the inherent qualities of such a region have been approved. Plan elements have been added to the Regional Plan and others are now pending, which further identify regional needs and clarify policy direction. However, very little work has been completed which permits such overall regional goals and policies to be clearly expressed in specific major development proposals and public programs. Such a capability is seen as clearly necessary to the implementation of the Regional Plan.

More than one hundred private or public development proposals have been identified which might have regional significance and hence could have a significant bearing on the review and update of the Regional Plan.

Implications for Regional Plan Review/Update

1. ABAG should attempt to more clearly define areas of regional significance in a way that the regional concern can be recognized early in the development process.

2. Testing and further definition of regional significance can occur through:
 - a. Transportation corridor evaluation program in the ABAG/MTC joint program.
 - b. Hearing boards and other means of early review.
 - c. Joint agency reviews of actions clearly affecting more than one regional agency.
 - d. A-95 Community Development Plan reviews.
 - e. Staff and ABAG committee recommendations.

Overall Conclusions and Implications for Regional Plan Review/Update

A number of patterns become evident in review of these subarea issues and their impact on the Regional Plan:

1. There are a great diversity of types of public and private organizations involved in making decisions of potential regional significance.

Implication: Greater recognition must be given in the Plan to the regional importance of coordination among decision-making units.

2. The issues are defined in terms most familiar to ABAG, that is, predominantly they are centered around physical development decisions and their impacts.

Implication: Equally significant decisions may have been made or may be pending in environmental resource utilization or provision of human services. ABAG's regional interest in these areas needs to be articulated in the Regional Plan.

3. Most of the issues turn upon three aspects of the Regional Plan and policies related to the City-Centered Concept, namely, the ability to guide growth into areas contiguous to and within

existing urban centers, the vitality of built up cities of the region, and continuation of the long commute vs. a closer balance of jobs and residence within the various subareas of the region.

Implication: These three issues must be clearly addressed in review of the City-Centered region and in defining key choices for the region's future.

4. In many instances decisions in one county may well have significant effects in an adjacent county (e.g., San Ramon-Livermore-Amador Valley, San Bruno Mountain, San Francisco; Warm Springs Dam, Marin County).

Implication: The Regional Plan Should be prepared to assess and constructively resolve impacts among individual jurisdictions, both cities and counties.

5. Inadequacy of conventional regulatory procedures over land use seems to be a key problem in local governmental inability to strongly reflect and implement the City-Centered Concept. Present zoning regulations and the police power mechanism are clearly not effective as growth management and open space protection devices, they are not able to cope with the economic drive for development and profit through intensive use of the land nor are they able to ensure balance of housing and of jobs in communities. (It should be noted, however, that a number of local jurisdictions are taking the initiative in preparing pilot ordinances to manage growth. Some of the ordinances are explicitly seeking to take community balance into account.)

Implication: Other tools of public policy beyond traditional local land development controls must be given major attention in review and update of the Regional Plan.

CHAPTER II

Purpose of the Report

This is the first in a series of staff reports to define the scope, approach, and action items involved in the review and update of the Comprehensive Regional Plan. Other reports will be prepared as the Plan Review/Update program continues.

Background

The Regional Plan 1970-1990 established an innovative vision of the region's future which drew strongly upon plans and policies of local government as a keystone upon which to build a regional plan. Effective evaluation of the Regional Plan requires an up-to-date status review of current plans and policies of local government and to identify those local issues of potential regional significance.

This status review involves local general plans, mandated plan elements, key development policies of potential importance to the region, and identification of major development proposals which have potential regional significance. Attention to local planning programs and issues is an important requisite to implementation and updating of the Regional Plan for a number of important reasons.

1. Local governments exercise the primary authority over land development and related public facilities.
2. The region is actually constructed, rebuilt, and its future determined in large part through cumulative incremental actions, by local governments, many of which are of regional importance.

3. Some cumulative local actions may contribute to the implementation of the Regional Plan while others may conflict with it.

The Regional Plan 1970-1990 drew heavily upon local plans and policies then in effect and future facilities anticipated at that time. It is important to continue the review of local plans as part of the Regional Plan Review/Update in light of:

1. New mandated plan elements now completed or pending which may modify previous policies.
2. Communities which have substantially reexamined their policies and assumptions toward growth in the past five years.
3. New institutional arrangements for managing growth such as the Local Agency Formation Commissions, Airport Land Use Commissions, joint city-county planning committees, etc.

Scope of the Report

To initiate the review of local planning issues for their incorporation in the Regional Plan, this report summarizes the status of local plan preparation in each of the cities and counties of the Bay Area as of mid-October, 1974, with selective follow-up as of February 1975 local/regional policy inconsistencies reported in response to an ABAG inquiry in 1973, and local issues and actions--either recently approved or pending--which may generate events of potential regional significance. The purpose of the listing at this time is to specify more clearly what potential local actions are of significance to the Regional Plan and what the regional interest may be in those specific events. The listing should be viewed at this time as illustrative only and not reflecting any policy findings or conclusions. The purpose is to assist in screening and evaluating the many po-

tential actions of regional significance to find those events of greatest potential which may warrant further regional review as part of the Regional Plan Review/Update. The testing of definitions and criteria for regional significance is seen as vital to effective updating and implementation of the Regional Plan.

CHAPTER III

REVIEW OF LOCAL/REGIONAL PLANS AND ISSUES

Status of Local Plans and Issues With Potential Impact for the Regional Plan

This chapter summarizes the current status (February 1975) of local plans, identifies potential local/Regional Plan consistency questions, and discusses illustrative issues with possible Regional Plan import in each of the nine Counties of the Bay Area. The review is first summarized for four major parts of the region--San Francisco, Peninsula/South Bay, East Bay and North Bay--providing a broad setting for more detailed information on local planning and issues of potential regional concern in each county.

Overview--San Francisco as the Region's Center

San Francisco is a city of truly international reputation and stature. Its urbane qualities bring thousands of visitors to the Bay Area annually. These same qualities make the city attractive as a place to live and thus as a headquarters city for offices and services of national and international scope. San Francisco also acts as the functional center of the Bay Area and being a central city, has the problems attendant to that role.

Because the city is older, provides a number of unique functions and services for the region as a whole, and contains a significant portion of the region's total disadvantaged population, increasing pressures on the city's tax base have been apparent. San Francisco's role as the Region's center has generated a number of serious economic

questions and planning issues. For example, the fast growth of the office sector has produced thousands of new jobs and badly-needed tax revenues. To what extent do some downtown jobs aid the economically disadvantaged residing in the city? Or, do the jobs primarily serve the middle income white collar worker who lives in the suburbs and commutes, placing an added strain on the regional transportation system? Historically, San Francisco has been losing its middle income population to the outlying suburban areas. The city has a potential to attract a significant proportion of new population growth, but the desire and the means to add additional people without serious social and economic implications are not clear. The city has taken as a major objective the intention to retain a balanced population including middle income families.

San Francisco contains considerably more than the regional average of poor and minority citizens. These persons face the problem of finding suitable jobs in the city, or they face transportation problems if they commute to the suburbs. How can new jobs be made available to them in the city? Or, if they commute to outlying areas, how can adequate low-cost public transportation be provided for them? If low income and economically disadvantaged citizens move to the suburban areas to be closer to their place of employment, how can the housing supply be adjusted regionally in order to provide real choices for residential location to disadvantaged persons? How can a balanced housing supply in the city be maintained without public funding support?

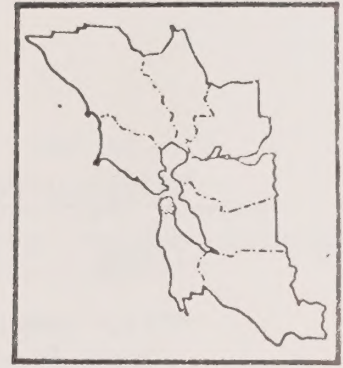
The concentrated business activities in downtown San Francisco are currently very conveniently accessible by auto and the continual dominance of auto access for commutation consumes large amounts of gas and oil and is one of the most significant contributors to the region's air pollution problem. A problem, which because of prevailing winds, the South Bay area has a very great stake in seeing improved. BART transbay service is an important step in making public transit competitive with autos in downtown San Francisco but improved public transportation within the city and from the Peninsula is also urgently needed. Freeway investments serving downtown need to be carefully considered in light of this problem.

San Francisco performs many region-wide functions, including serving a disproportional share of the Region's disadvantaged population found concentrated within the city. Some means will be required to compensate for this heavier financial burden which the city has assumed. To date the city has been very successful in attracting more tax and job generating offices in the city. The costs of continued downtown growth on transportation systems, noise and air pollution are at the heart of a continuing dilemma for the city and the whole region. How can the city address its problems and still retain those remarkable qualities unique to San Francisco and to the Bay Area?

SAN FRANCISCO COUNTY

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CITY & COUNTY OF SAN FRANCISCO



STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS
AS OF OCTOBER 1974

	GENERAL PLAN	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SEISMIC SAFETY	NOISE	SCENIC HIGHWAY	SAFETY	OTHER MAJOR OPTIONAL ELEMENTS
<u>CITY AND COUNTY OF SAN FRANCISCO</u>	X	X	X	X	X	X	X	X	X	X	Urban Design
STATUS											
Master Plan adopted 12/45, sections added through 74.											

Local/Regional Plan Consistency Responses

Inconsistencies Noted: by San Francisco

Map Related:	Transportation Related	9
Text:	Policy Definition	2
Other:	Technical	16

SAN FRANCISCO

Illustrative Issues with Possible Regional Impact

<u>Issues</u>	<u>Major Significance</u>
Office complexes: Yerba Buena (also convention and sports center) (City of SF, HUD) Embarcadero Center (Private)	-Additional tax base and jobs for white collar workers. Probable addition to long term regional commutation patterns in lieu of major expansion of housing units within S. F.
Industrial Development: Eastshore Park (Industry and Residence) (Private) Hunters Point Program (City/GSA)	-Industrial jobs to meet needs of resident industrial workers and add to tax base. Will help to relieve serious impact of DOD to close Hunters Point shipyard.
Access to downtown BART Transbay: (BART/PUC) Freeway exits and I-280 Extension (City/Caltrans/MTC)	-Continued access to downtown is necessary to maintain its vitality. BART transbay service will greatly assist in changing the balance of access from almost complete auto domination to an effective choice for many workers. Continued additions of new Freeway exits goes against the balanced access objective. Note also, however, that BART transbay institutionalizes the long commute to downtown S. F. for white collar suburban residents but, because of the location of stations, does not significantly aid disadvantaged city residents in access to suburban industrial jobs. The Muni is vital to continued access to downtown jobs for city workers.
Golden Gate National Recreation Area (DOI)	-Access to Marin County portion of National Recreation Areas is difficult for population groups without autos.
Air Quality Regulations (EPA, ARB, APCD)	-Impact of indirect source regulations and parking management plans could have a major impact on continued development of major

projects in S. F. and on auto access to downtown. However, access to downtown could be maintained and improved through increased public transit services.

San Bruno Mtn. Development (Private)

-This major development of 12,500 housing units accompanied by office and industrial jobs south of the city could potentially compete for jobs and family housing markets in S. F. as well as place an added load on the transportation system.

Continuing Concerns

The city has a major objective keeping a balance of population groups including middle-income families in the city. This will be virtually impossible to achieve without some type of state or federal subsidy program in light of traditionally higher housing costs.

-Greater opportunities for disadvantaged populations living in the city through special services and through access to choices of housing and jobs outside the city.

-Maintaining the tax base of the city to support the extra requirements to serve the low income population groups and to maintain the city's unique role and services to the region as a whole.



DEVELOPMENT ISSUES

San Francisco County

Overview - The Peninsula and South Bay (San Mateo and Santa Clara Counties)

Growth in San Mateo County has slowed as its cities have become built-up. However, the 1950's and 1960's trend which saw a large portion of total regional growth going to Santa Clara County is still continuing even though total regional growth rate is declining.

The creation of new jobs, added to commitments for housing to meet existing needs, makes the development process difficult to manage in spite of very serious efforts by Santa Clara County and many of its cities. San Jose, the only South Bay city with a large socially and economically disadvantaged population, needs to add to its tax base to meet urban service commitments already made, and at the same time is trying to achieve a more manageable ratio between new housing and jobs. In San Jose and some of the older cities the potential for conservation and rebuilding of built-up areas will be important considerations to achieving a city-centered region.

The question of where new growth will occur is very complicated. Many cities in the South Bay are close to being fully built-up, and special efforts are being made by the cities and county to keep intensive development out of the hills. At the same time retention of prime agricultural lands--predominantly orchards--is a continuing serious problem throughout Santa Clara County. The most pressing case is in south Santa Clara County where the cities of Gilroy and Morgan Hill are working with the County to reach agreements on the extent of urban development with regard to how much and for how long

prime land can be reserved for orchards. Pending developments at the extreme south end of San Jose could place virtually irresistible pressure for development on the South County valley floor.

To a large extent, growth in the South Bay has been the result of prosperity and growth during the 1950's and 1960's in the aerospace and high technology industries located in the area from Palo Alto through San Jose. The future of much of the Santa Clara Valley appears to be tied to the ability of the County to continue to attract those types of firms.

In the South Bay area--seriously impacted by air quality problems--air quality regulations could trigger controls on development which would have serious implications for public agencies. Ironically, the air quality problem in Santa Clara County is generally recognized to be as much due to smog generated in upwind San Francisco and Oakland as to the substantial growth of the Santa Clara Valley itself. In this sense the South Bay area has an important stake in a successful regional solution to the air quality problem. The recently established Santa Clara Transit District is an important first step in reducing auto dependancy and its attendant energy and air pollution problems in the South Bay itself.

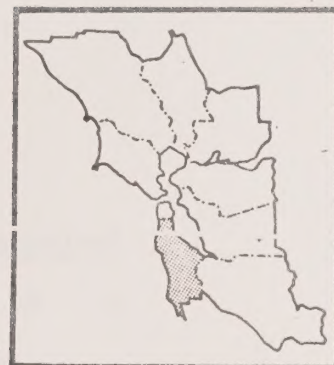
Many of the San Mateo County cities bordering the Bay are essentially built-up and developed. These cities represent a potential for achieving the objective of a city-centered region through carefully planned rebuilding programs which focus on higher densities, instead of growth exclusively confined to the fringe areas of the region. In order to effectively implement the city-centered planning concept,

conservation measures to retain the viability of the large 1950 and 1960 housing stock, which will be thirty to forty years old by 1990, must be given higher public priority. Finding ways to manage the private rebuilding process to provide new housing opportunities in built-up areas in a coherent manner with minimum disruption is another issue that needs to be addressed. Additionally, some cities rest on recent Bay fill where the serious hazards of seismic shaking and flooding must be dealt with. Two additional issues will substantially affect future growth in the peninsula cities. San Mateo County and the Palo Alto area have traditionally been high income areas. There is a seriously shortage of low- and moderate-income housing in that area. Additionally, adequate public transit including competitive trunk transit services to San Francisco and San Jose must ultimately be provided. At the extreme northern end of the Peninsula the San Bruno Mountain development proposal could significantly affect open space, as well as transportation systems and new housing assumptions elsewhere on the peninsula. Serious problems of access to San Francisco airport will also need to be resolved.

The issues facing western San Mateo County are similar to those confronting the North Bay counties of Marin and Sonoma, finding a balance between access and preservation of resources. Development pressures in San Mateo County's mid-coastal areas are increasing because of closeness to job growth on the Bayside of the peninsula and in San Francisco. This pressure is focused on the Half Moon Bay area, with its ample supply of developable agricultural and hillside land, in anticipation of improvements to the highways leading to the

coast. The recently adopted ABAG Coastline Plan stresses the need to manage growth and protect unique agricultural lands. ABAG, MTC, San Mateo County, the coastal cities, Central Coastal Commission and other regional scale agencies are considering policy recommendations intended to resolve issues of proper extent and location growth.

SAN MATEO COUNTY



SAN MATEO COUNTY

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS AS OF FEBRUARY 1975

DATE OF* ADOPTION			GENERAL PLAN	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SEISMIC SAFETY	NOISE	SCENIC HIGHWAY	SAFETY	OTHER MAJOR OPTIONAL ELEMENTS
12/60 rev. 1/71	<u>SAN MATEO COUNTY</u>	Housing goals only. Other mandated elements will be a joint city/county project - 9/75.	X	X	X		X	X					
	CITY TOTALS:		18	18	16	13	18	19	5	4	6	4	
	CITY	STATUS											
	Atherton	All complete.	X	X	X	X	X	X	X	X	X	X	
66	Belmont	Last 4 elements with county - 9/75	X	X	X	X	X	X					Recreation
3/65 rev 7/74	Brisbane	All other elements by 4/75. Seismic with County.	X	X			X	X	X				Public Facilities
10/69	Burlingame	Last 4 elements with county - 9/75.	X	X	X	X	X	X					
	Colma	All complete.	X	X	X	X	X	X	X	X	X	X	
9/68 rev to 9/73	Daly City	Working on Seismic Safety & Safety. No estimate on either, nor on Noise & Scenic Highways.	X	X	X	X	X	X					Rec., Pub. Fac.'s, Schools
(1/75)	Foster City	G.P. will be revised in 3 months					X	X					
6/73	Half Moon Bay	4 new elements, joint city/county project - 9/75	X	X	X	X	X	X					
Int. G.P. in 71	Hillsborough	Last 4 elements with county - 9/75	X	X	X	X	X	X					
10/74	Menlo Park	Housing-- 6/75. 3 new elements with county - 9/75.	X	X	X		X	X			X		
6/74	Millbrae	All complete.	X	X	X	X	X	X	X	X	X	X	
9/69	Pacifica	Noise-12/74. Seismic Safety & Safety-11/75. Conservation & Scenic Hwys.-6/75. Housing-12/75.	X	X	X			X					Recreation
9/64	Portola Valley	Last 4 elements with county - 9/75	X	X	X	X	X	X					Recreation Trails and Paths
74	Redwood City	All elements under official and citizen review 10/75	X	X	X	X	X	X	X	X	X	X	Parks and Recreation
67	San Bruno	Seismic Safety & Safety with county-9/75. Noise-3/75. No plans on Housing.	X	X	X		X	X			X		
59	San Carlos	G.P. & L.U. being revised with Circ. & Housing. No date of completion. 4 new elements-9/75. Seismic Safety with county.	X	X			X	X					
2/69	San Mateo	4 new elements & Conservation/Open Space have been incorporated into an adopted Env. Resources Mgmt. element.	X	X	X	X	X	X					Recreation, Pub. Facilities
4/69	South San Francisco	Seismic Safety, Safety & Scenic Highways with county - 9/75. Noise - 3/75(?)	X	X	X	X	X	X					Public Facilities
4/70	Woodside	4 new elements-11/74. Update of G.P. and other elements to start 9/74	X	X	X	X	X	X					

* Parentheses indicate estimated future date of adoption

Designates combined element.

SAN MATEO COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Atherton	Half Moon Bay	Woodside
Brisbane	Hillsborough	
Colma	Millbrae	
Daly City	Redwood City	
Foster City	San Bruno	

b. No Inconsistencies:

Belmont

c. Inconsistencies Noted:

San Mateo County
Burlingame
Menlo Park
Pacifica
Portola Valley
San Carlos
San Mateo
South San Francisco

d. Nature of Map Inconsistencies:

Map Related:	Local Plans show urban uses on regional open space land	3
	Local Plans show non-urban uses on regional urban land	6
Transportation Related:		4
Shifts among urban uses:		1
Text:	Policy Definition	1
Technical:		1

SAN MATEO COUNTY

Illustrative Issues with Possible Regional Impact

<u>Issues</u>	<u>Major Significance</u>
Coastal development centering in area of Half Moon Bay	While San Mateo County agrees with the principles and most of the proposals in the ABAG Coastline Plan unresolved questions continue about how to maintain the unique natural values of the coastline, upgrade the two access highways to meet safety needs, manage development in and near Half Moon Bay, and protect the unique agricultural lands.
Rt. 1 and Rt. 92 upgrading (MTC/Caltrans)	
Development Controls (San Mateo County)	
I-380 from I-280 to Coast	
San Francisco Airport (City of San Francisco)	Access to the airport. Will increased access be provided via a BART extension (requiring San Mateo voter approval) or through use of I-380 and more traffic on the already crowded Bayshore Freeway?
	Noise impact on the surrounding area including cost of acquisition to meet State 1985 noise standards.
San Mateo Dischargers (City of San Mateo South Bayside Sanitary District)	Are both combining systems to upgrade treatment and adding capacity for further development on the Bay-side of the Peninsula? Extent of capacity added may exceed low population growth rate set by the State.
San Bruno Mountain (Private)	Impact of this major development involving 12,500 housing units as well as office and residential jobs on markets elsewhere on the Peninsula and upon assumed demand and rate of growth built into other public programs. Added loads will also be placed on transportation system and the impact on the visual and recreational values of the mountain are not yet determined.

New Shopping Centers
(Redwood Shores, Mariner's
Island Foster City)

Three new shopping centers are proposed for potentially the same market area. What will be the impact on planned or existing shopping facilities and tax base of adjacent communities.

Sphere of Influence Decisions

These decisions will determine urban service areas along coastline.

West Bay Lands suit with
State of California
(Private)

Will determine extent of State ownership of Bay lands. That portion not owned by State is under local jurisdiction.

Western Approaches to Dum-
Barton Bridge.

Choice of expanded access routes to new bridge will impact individual cities in that area.

San Mateo Shoreline Parks
Plan

Would provide a major portion of public access to Bay for Mid-Peninsula population.

Continuing Concerns

- General shortage of low-and moderate-income housing throughout the County places greater stress on those areas where it is available in the county and in the East Bay cities.
- Need to upgrade public transportation facilities and service as substitute for auto travel along the heavily populated Bayshore corridor.
- Hazard of continuing Bay fill development due to both flooding and seismic shaking if improperly designed.
- Maintaining the coast as a unique and viable natural resource for the whole region including prime agricultural lands in light of increasing demand for recreational uses and year round homes.

SANTA CLARA COUNTY

WEST FLORIDA COUNTY

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS
AS OF FEBRUARY 1975

to 74

[illegible]

SANTA CLARA COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Gilroy
Los Altos
Los Gatos
Monte Sereno
Morgan Hill
Sunnyvale

b. No Inconsistencies:

Campbell
Cupertino
Saratoga

c. Inconsistencies Noted:

Santa Clara County	Palo Alto
Los Altos Hills	San Jose
Milpitas	Santa Clara City
Mountain View	

d. Nature of Inconsistencies:

Map Related:	Local plans show urban uses in regional open space land	9
	Local plans show non-urban uses in regional urban land	7
Transportation Related:		3
Shifts among urban uses:		4
Text Related:	Policy Definition	2
Other:	Technical	6

SANTA CLARA COUNTY

Illustrative Issues with Possible Regional Impact

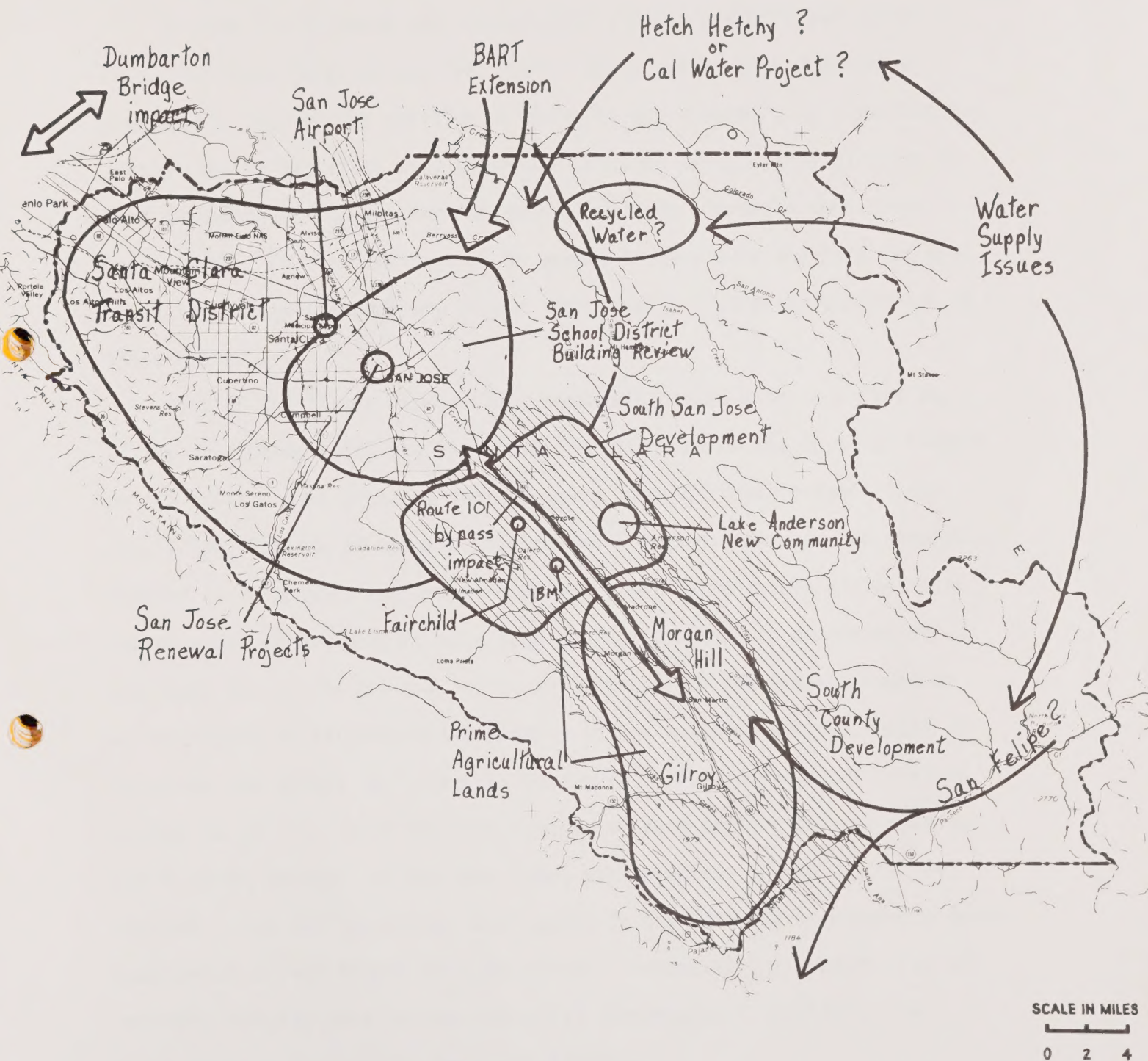
<u>Issues</u>	<u>Major Significance</u>
Central San Jose Renewal (City of San Jose Projects) Guadalupe Center Guadalupe Park and Plaza Park Center San Antonio Plaza (City and Private)	Future vitality and rebuilding potential for central San Jose. Relocation of low income residents.
San Jose Airport Expansion (City and FAA)	Ability to fulfill potential role in airport plan; noise impact on adjacent areas and cities. Cost of acquisition to meet State noise standards by 1985. Access and parking now a problem. Expand airport at existing site or through relocation?
Transit Systems and Links Santa Clara County Transit BART Extension	Transit System now underway. Transit service may be long range key to promoting infill rather than sprawl.
Building moratorium in overcrowded school districts. (City of San Jose)	Need to manage the pace of growth to reflect city ability to provide services and develop tax base. Management and program mandated in the city resolution may be significant pilot for other cities.
South San Jose Development IBM Fairchild Lake Anderson	Major job and residential development have been proposed at southern extremity of city. Can the jobs and residential development balance or will this add autos to commutation load? Extension of services will open up a large area not now served to new development. Urban service facilities already over extended is south Santa Clara County. Impact on development in close-in areas?
Rt. 101 Bypass (Caltrans)	Needed to meet safety requirements but will open up South County area to added development pressures in this area where a substantial

Dumbarton Bridge (Caltrans) Impact	amount of prime agriculture land is still in productive use. Number of exits will be key.
Air Quality Regulations (EPA, ARB, APCH)	Will permit lower and moderate income workers in tax productive Palo Alto area industries find needed housing in East Bay location? Cities won't benefit from the industry taxes but will have to provide services.
Urban Service Areas (LAFCO)	Impact of emerging air quality regions on pace of growth and form of growth particularly major developments for industry and San Jose tax base.
Water Supply San Felipe Hetch Hetchy South Bay Aqueduct Recycle (BOR, State DWR, County Water Districts)	Defines areas not now served by infrastructure, which will be served in the next five years. An important new step is effective management of urbanization.
	Additional water will be needed to support expected growth and for agricultural irrigation. Assumed level of growth and where, impact on Bay Delta, and potential for recycling are all serious issues.

Continuing Concerns

- Ability of San Jose to maintain tax base adequate to provide services to rapidly expanding population and jobs for disadvantaged residents.
- Much of the growth assumptions in ABAG policies presume continued expansion of jobs in Santa Clara County. If these expectations do not occur, significant impacts on jobs and development may occur in northern counties of the region. Also the vulnerability of the Santa Clara County economy to the Defense Department contracts has improved but can still be a concern.
- Protection of diminishing but still significant amount of prime agricultural land in the county.
- Redirection of urban sprawl into greater infill emphasis. New county ordinance and LAFCO urban service area definitions will be tools of regional significance if successful.
- Individual cities are considering the means to achieve lesser auto dependency and what such actions could mean to land use and traffic congestion.

- Low- and moderate-income housing is a problem in most of the County.
- There's a need for coordination of plans for housing among adjacent cities and to establish means to ensure allocation of Federal housing funds on a basis which reflects regional needs as well as local priorities.
- The County and many cities have regulations concerning hillside development. Pressure for hillside development will increase as the flat valley lands become more fully built up.



6-DEVELOPMENT ISSUES

Santa Clara County

capacity, and conflicting and uncoordinated government agencies all affecting growth. Externally mandated air quality measures to limit growth by limiting Federally funded capacities in wastewater facilities has caused problems to cities involved.

The Livermore-Amador Valley has a particular complicated situation where decisions about sewerage facilities, freeway and transit service, water supply, and land development controls will be made by independent public bodies each responding to its own mandate and responsibilities but taken together will substantially determine the overall future of the valley. Additionally, a number of major scale developments are now proposed for areas where ABAG's plans and policies seek to retain much of the land in non-urban use. A strong commitment to cooperation will be required in order to coordinate key development decisions which include provision of sewer and water services, possible public transit services and additional freeway capacity.

Opening up of BART transbay service and possible extensions to Pittsburg, Antioch and the Livermore-Amador Valley can reduce auto dependency but also more firmly underline the current trend toward the long commute and away from bayside communities with more potential for job-housing balance. Central Contra Costa County, in particular, already has a serious shortage of low and moderate income housing. The response for individuals has been to go further away from existing cities to get cheaper housing with consequent added demands on highways, fuel consumption, and air pollution emissions.

The issue of air quality standards is central to inland East Bay. Pending air quality standards and regulations which strongly affect growth levels would have serious effect on private and public

investment decisions which have to be based on long term development assumptions.

Additional growth pressures are cropping up in the far eastern portion of Contra Costa County where the retention of land in agricultural use is being subjected to development pressures for second homes.

Development pressure is growing in the corridor along I-80 from Richmond to Crockett. The area potentially could accommodate major growth; however, serious efforts will be required for coordination to ensure effective management and a rational pattern of development among the small separate communities in that corridor.

ALAMEDA COUNTY

ALFRED KENNY

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS
AS OF FEBRUARY 1975

[illegible]

ALAMEDA COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Piedmont
Pleasanton

b. No Inconsistencies Reported:

Alameda
Albany

c. Inconsistency Reported

Alameda County	Newark
Berkeley	Oakland
Emeryville	San Leandro
Fremont	Union City
Hayward	
Livermore	

d. Nature of Inconsistencies:

Map Related:	Local plans more intensive uses	1
	Local plans less intensive uses	2
	Transportation related	8
	Shifts within urban uses	6
Text:	Policy Definitions	3
Other:	Technical	3

ALAMEDA COUNTY

Illustrative Issues with Possible Regional Impact

<u>Issues</u>	<u>Major Significance</u>
Oakland City Center (City of Oakland/Private) Grove-Shafter Freeway (MTC/Caltrans)	The City Center Project is a key to the City's program to create new jobs and strengthen its tax base by competing with suburban locations for offices and shopping facilities and other city centers. The BART connection is complete. The Route 24 freeway connection is fully as important. Will most jobs be filled by city residents?
Air Quality Regulations (EPA/ARB/APCD) (MTC Trans Control Plan)	The impact of the indirect source regulations will have a bearing on the completion of the Oakland City Center Project--as well as on pace and extent of development in the Fremont/Hayward, Newark area and the San Ramon-Livermore-Amador Valley.
Dumbarton Bridge Impact (Div. of Bay Toll Crossings)	-Will add increased pressure for moderate income housing for new high technology jobs in Palo Alto area. The service demands will not be automatically accompanied by tax revenues, however, unless East Bay industrial location is stimulated. Added housing and travel will generate further air pollution emissions.
East Bay Dischargers (Sanitary Districts)	-Increased wastewater treatment capacity will permit new development to continue in the Union City, Newark, Fremont area and extend development to the Castro Valley and Hayward areas. Extent of capacity which will be funded by EPA has been limited to State DOF E-0 projections in their area. These projections are well below reasonably expected growth.
Fremont Northern Plain Growth Control (City of Fremont)	City seeks to defer development and maintain land in agricultural use for 10 years. This represents an important attempt to manage growth in this area.

Livermore-Amador-
San Ramon Valley

An area of strong development potential and pressure combined with complex environmental problems and actions required by different agencies.

Livermore-Amador Valley
Water Management Agency
(Valley Community
Services District)
(Pleasanton City)
(City of Livermore)

-Decisions on level of capacity and extent of service will be most important to level of growth in the area since sewer capacity is the current limiting factor. The area is constrained to E-0 level growth by ARB and EPA for federal facility funding. Population growth must be related to economic development to secure better overall balance in Valley.

Las Positas New Town
Development
(Private)

-Developer proposes major scale development of 15,000 housing units plus 9,000 jobs adjacent but separate from City of Livermore.

I-580 Widening at Eden Canyon
(MTC/Caltrans BART)
and possible BART extension

-Increased capacity will provide added inducement to growth in the Valley. Timing must be related to overall growth management program.

Apperson Ridge
(Private)

-Recreation development proposed may provide means to ensure viable private ownership and use while maintaining regional open space values.

Sphere of Influence Decisions
(LAFCO)

-Will identify areas of development and responsibilities for cities in unincorporated areas.

Oakland Airport Expansion
and Harbor Bay Island
Proposal
(Public and Private)

-Ability to meet role as part of Regional Airport Plan may be limited by nearby residential development. Lower future passenger demand forecasts may ease the situation. Costs of meeting state 1985 noise standards may be significantly increased. Provision of improved access to airport is vital.

Port of Oakland N. Harbor
(Public)

-Proposed additional port facilities which could add jobs but further induce public access to Bay.

Waterfront Open Land
and Public Access

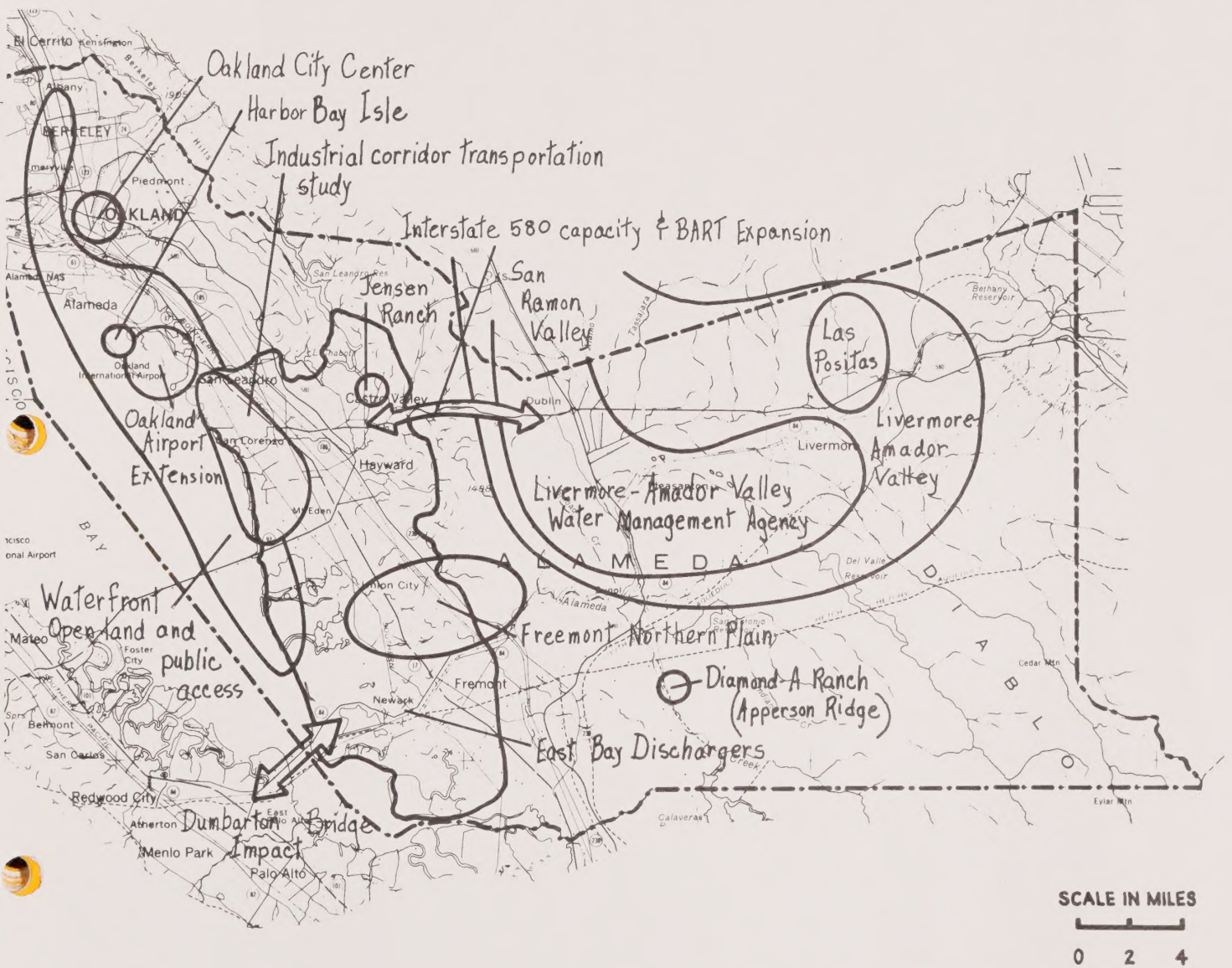
-Although a large population lives immediately adjacent to the Bay, public access is severely limited to a very few locations.

Industrial Transportation
Corridor Study
(San Leandro, Hayward,
Alameda County, etc.,
Caltrans)

-Will define coordinated transportation facilities for new industrial areas in San Leandro and Hayward.

Continuing Concerns

- Ability to match new jobs in Oakland and Berkeley with needs and skills of the low income and disadvantaged population.
- Lack of coherent governmental mechanism to manage growth and development in the two county San Ramon-Livermore-Amador Valley.
- Ability of built-up cities to sustain the existing housing stock.
- Many communities along Bay Plain face severe traffic congestion due to through traffic movement on local streets.
- Virtually all the built-up cities are faced with problems of sites for solid waste recovery and management.



6-DEVELOPMENT ISSUES

Alameda County



STATE OF TEXAS
COUNTY OF DALLAS

CONTRA COSTA COUNTY

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS
AS OF FEBRUARY 1975

[illegible]

CONTRA COSTA COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Contra Costa County
Brentwood
Clayton
Lafayette

b. No Inconsistency

Antioch
El Cerrito
San Pablo

c. Inconsistency Noted:

Concord	Pleasant Hill
Hercules	Richmond
Martinez	Walnut Creek
Pinole	
Pittsburg	

d. Nature of Inconsistencies:

Map Related	Local plans show more intensive uses in open space	10
	Local plans show open space in regional urban areas	5
	Transportation related	3
	Shifts within urban uses	1
Text:	Policy Definition	2
Other:	Technical	1

CONTRA COSTA COUNTY

Illustrative Issues with Possible Regional Impact

Issues

Major Significance

Social Security Center in
downtown Richmond (Post
Office bulk mailing center
for the San Francisco Bay
Area)
Kaiser Hospital
(GSA, USPOD, Kaiser Foun-
dation)

-Source of jobs for central Rich-
mond. Potential anchor for new
downtown revival.

Sphere of Influence Decisions/
Development in Richmond-
Crockett Corridor (CCLAFCO)
Centex, Hercules-30,000 popu-
lation by 2000

-Logical structure for government
services and to manage develop-
ment will be required in this
corridor which has high develop-
ment potential.

Blackhawk Ranch
(Private)

-Continuation of auto-oriented
residential development with
reliance on long distance commu-
tation. Would require extension
of services to a new valley, thus
greatly increasing development
pressures in the area.

San Ramon-Livermore-Amador
Valley and South Walnut
Creek Sphere of Influence
(Valley Community Services
District)
(LAFCO)

-Problems of air quality combine
with problems of coordinating pro-
vision of adequate wastewater treat-
ment facilities to secure logical
overall growth management. Problems
are exacerbated by local government
structures and fact that area over-
laps two counties. Determination of
Walnut Creek Sphere of Influence
going south into Livermore-Amador
Valley will influence nature of urban
services available and whether this
high growth potential area will remain
undeveloped and relieve serious safety
problems on existing Route 24.

BART Extension to Pittsburg-
Antioch and Route 24 Freeway
(MTC/BART)

-Extension would aid Pittsburg city
renewal and development program.
Also, however, the increased
accessibility could greatly in-
crease market demand outside
Pittsburg and Antioch, thereby
undermining current supply of
low and moderate income housing
in this area. Additionally,

increased pressure on the agricultural land further east near Brentwood could result, which would be added to the existing pressure for development for commuters to Stockton.

New Industrial Complex
(Private)

\$500 million petrochemical complex would add significant number of jobs and serve to attract growth to eastern Contra Costa County as well as southern Solano County. Impact on present modest level transportation facilities, urban facilities and service, Suisun Marsh, Delta, agricultural lands, and water systems not yet known. Coordination of programs between Solano and Contra Costa Counties will be required.

Combined wastewater
treatment facilities
(Special Districts)

-Proposals for combining individual wastewater treatment plants into an integrated system will affect timing and extent of growth in the western part of the county.

Keller Property Development
(Private)

-Proposed development of 1,100 acres as PUD would alter existing agricultural land uses and dramatically increase land demands for urban services from Clayton or other government units.

Multiple waterfront uses
in west County public
recreation and port
development and wildlife
protection
(Richmond)

Plans to expend Richmond Inner Harbor as source of jobs and taxes are proposed to be integrated with public access and recreation. Preservation of other areas for wildlife protection is needed.

Continuing Concerns

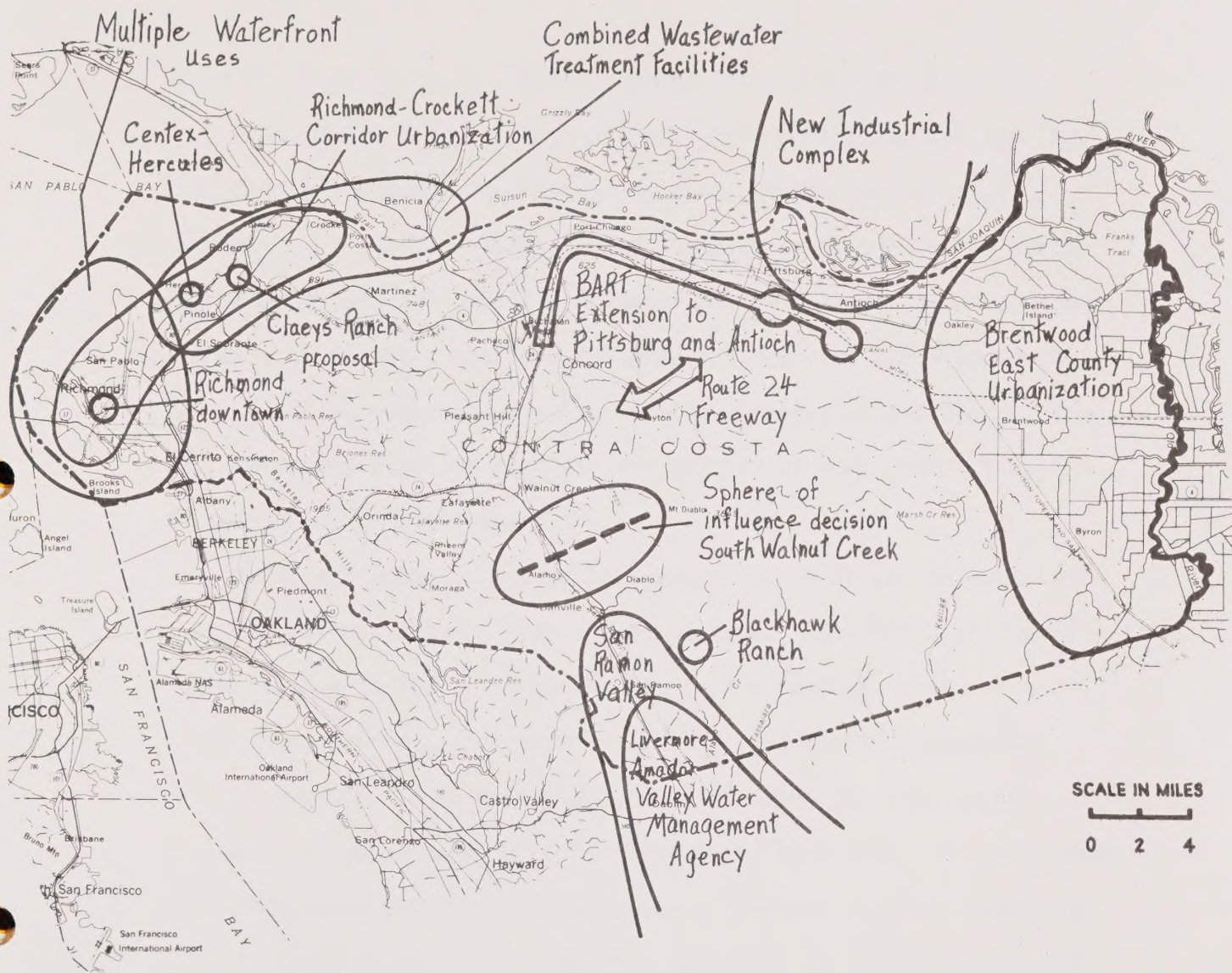
County's growing industrial base is concentrated in blue collar jobs, but much of the new housing in the county, particularly in central county, is oriented to higher income commuters, thus forcing more moderate income families further out, or to west county areas of San Pablo, Pinole, or Rodeo, and to assume the added costs of longer commutation.

Protection of agricultural land in eastern Contra Costa County and control of recreation home sites to ensure public water access in the delta. Overdevelopment could seriously impair both agricultural and recreational resources. Because of access to employment opportunities in Antioch area, Sacramento and San Joaquin Counties second-home developments like Discovery Bay become potential growth centers.

Richmond as well as other smaller cities require expanded tax base to provide additional human services for low-income and disadvantaged residents.

Possibility of securing higher density development particularly in central Contra Costa County as a means to secure more balanced range of housing prices as well as to conserve energy and urban development costs.

BART stations and new freeway capacity have generated increased thru traffic in existing cities from persons going to freeways and BART stations from newly growing areas beyond those cities.



6-DEVELOPMENT ISSUES

Contra Costa County

1. The first part of the paper is a description of the



2. The second part of the paper is a description of the

3. The third part of the paper is a description of the

Overview - The North Bay (Marin, Sonoma, Napa & Solano Counties)

Most of the major employment-generating development of the Bay Area during the 1950's and '60's occurred outside the North Bay Counties. This rapid growth created population growth in the North Bay Counties within commuting distance of the metropolitan employment centers. Far less comparable job creation occurred which would lend balance to the communities. Many of the communities and the counties are now taking a second look at this pattern of development and its consequences for their areas.

Marin and Sonoma counties have expressed an intent to establish a better balance between jobs and population. In particular Sonoma County is now carefully examining its future choices in regard to maintaining a rural atmosphere in parts of the county, separation of cities on the Santa Rosa plain, and improving the jobs-county residents balance, particularly in the Santa Rosa area. The provision of highway accessibility and the level of transit service permitting long distance commutation become key questions in the examination of future choices.

Solano County is evaluating the potential to expand its job base to take advantage of its highly accessible location within the Sacramento-Bay Area corridor. Further development at Mare Island and Travis AFB could provide more jobs but also reinforce dependency on defense-related jobs in this area. Some related side effects of expanded economic growth in Sonoma and Solano County could include further residential development pressure in Napa County, particularly

if coupled with expanded transportation services to the area.

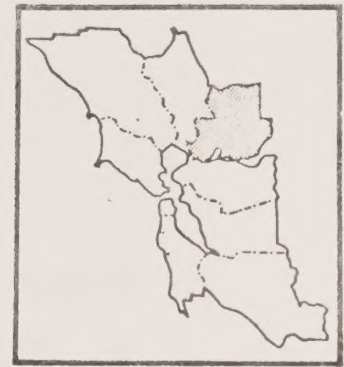
Of the North Bay Counties, only Solano is providing low and moderate income housing in significant quantities, while in Marin County the market for this type of housing is particularly tight.

Protection of prime agricultural lands is a serious and continuing issue in the North Bay. The unique qualities of Napa Valley for growing prime varietal grapes are well recognized although expansion of the wine-grape industry has occurred in Sonoma county and Solano county as well. In all four counties agricultural lands are under pressure for urban development or subdivisions into ranchettes and low intensity sub-urban uses.

The vast length of ocean coastline from the Golden Gate, including the Golden Gate National Recreation Area and Point Reyes National Seashore to the Sonoma-Mendocino County boundary is an area of increasing attention for both development and protection. The North Central Coastal Commission is now making difficult policy choices involving accessibility, land controls, and public ownership for this coastal area. While development pressures for year round and transient residential uses are not as great as in the San Mateo area, there are problems involved in increasing access to shoreline recreational areas, while maintaining the nearby land in open uses.

SOLANO COUNTY

SOLANO COUNTY



STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS

AS OF FEBRUARY 1975

DATE OF ADOPTION	GENERAL PLAN	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SEISMIC SAFETY	NOISE	SCENIC HIGHWAY	SAFETY	OTHER MAJOR OPTIONAL ELEMENTS
	<u>SOLANO COUNTY</u>	Need extension on last 4 mandated elements. See bottom of page.									
	CITY TOTALS:										
	CITY	STATUS									
59 rev. now	Benicia	Redoing complete G.P. Will finish 75.									
12/73	Dixon	All complete.									
68	Fairfield	4 new elements with County - 9/75									
11/73	Rio Vista	All complete.									
12/73	Suisun City	Housing-7/75. Conservation-1/75. Circulation-early 75. 4 new elements with county-9/75.									
5/74	Vacaville	Housing-6/75. Conservation-12/74. 4 new elements with county-9/75.									
12/68	Vallejo	Seismic Safety, Safety & Noise-3/75. Scenic Highways-7/75. No plans for Housing.									

Solano County has a map with some text on the back. Below this map there are some plans which do not overrule the map, but are additions to it. They are:

Central Solano G.P.
Master Shoreline Dev. Plan
Plan for roadside rests
Master Plan for riding & hiking

Dixon Area G.P.
South Solano Area G.P.
Phase I Housing Element
and a few more

Gas & Electric portion of Public Utilities
Solano County Recreation Plan
Master Plan for small craft harbors

There are also two plans that supersede the "map plan". They are the General Plan for the City of Vacaville, and the Vacaville Planning Area Southeastern Area General Plan.

The different mandatory elements are said to be taken from the above plans.

Designates combined element

SOLANO COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Benicia
Dixon
Rio Vista
Suisun City
Vacaville

b. No Inconsistency:

None

c. Inconsistency Noted:

Solano County
Fairfield
Vallejo

d. Nature of Inconsistencies:

Map Related:	Local plans show urban uses on regional non-urban land	12
	Local plans show non-urban uses on regional urban land	8
Transportation Related:		2
Shifts among urban uses:		2
Text:	Policy Definition	0
Other:	Technical	1

SOLANO COUNTY

Illustrative Issues with Possible Regional Impact

Issues

Major Significance

Fairfield-Cordelia
(City of Fairfield/private)

New community development will be managed by existing city. Anticipated growth to total 37,000 population along with commercial and industrial units jobs will have significant impact on markets and development pressures in Solano and adjacent counties. Development will be undertaken to balance jobs and residents, protect Suisun Marsh, and prime agriculture land through series of agreements with City, County and LAFCO.

Travis AFB-Joint use proposal
(Solano County/FAA Caltrans)

Use of Travis as fourth major airport serving the Bay Area would be strong stimulant to growth in this area, particularly if keyed to high speed transportation link from Sacramento to San Francisco. Reduced air travel estimates for whole Bay Area diminish potential for early development along this line.

Suisun Marsh Buffer
(State legislation proposed by DNR)

Buffer zone around the marsh would offer strong protection to the ecology. Conflicts may occur with proposed Collinsville steel plant and current plans for Cordelia.

Collinsville Steel Plant
(Private)

Major steel facility would be a major provider of jobs which would induce growth in Solano and East Contra Costa County and the Delta. Development pressures in the Delta and Suisun Marsh areas would become harder to resist.

Southampton
(Private)

Residential development now under construction which would double present population of Benicia. Such a growth rate might be hard to manage and, together with major expansion of Cordelia, would place strains on transportation facilities in the area.

Mare Island
(Defense Department)

Major source of jobs for Solano and Napa Counties residents; expansion or reduction of Defense Department work at this facility will have strong effects in this area.

New Park Proposals

Active recreation facilities in the county could increase pressures on road system.

American Canyon WW project
in Napa County

Growth of this area immediately north of the county will become a part of Vallejo community although governmentally separate.

Sphere of Influence Decisions

Define areas of potential urbanization.

New Industrial Complex
(Private)

\$500 million petrochemical complex will add significant number of jobs and serve to attract growth to the relatively undeveloped south Solano County areas (as well as to east Contra Costa County). Impact on present transportation systems, urban services and facilities, Suisun Marsh, Delta, agricultural land and water quality not yet known. Coordination of development program between governmental units of Solano and Contra Costa Counties will be required. The effect of this development combined with Collinsville steel facility could bring dramatic change to south Solano County.

Continuing Concerns

- Solano County is now one of the few places in the Bay Area where a reasonable supply of new low/moderate income housing can be found. If development pressures increase the land costs may be reflected in rapidly increasing housing prices.
- The economy of this area is highly vulnerable to Defense Department policy in that Travis AFB and Mare Island together constitute a major portion of the total jobs in the area. A major new industry such as Dow could ease this problem depending on the nature of the complex.
- Protection of prime agriculture land in the county, although so far county development has been almost exclusively within incorporated boundaries.
- The future of the County could be substantially affected by findings and subsequent implementation of the Sacramento/San Francisco/Stockton Transportation Corridor Study.

NAPA COUNTY

1990-1991

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS
AS OF OCTOBER 1974

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS AS OF OCTOBER 1974			GENERAL PLAN	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	SEISMIC SAFETY	NOISE	SCENIC HIGHWAY	SAFETY	OTHER MAJOR OPTIONAL ELEMENTS
DATE OF* ADOPTION	<u>NAPA COUNTY</u>	Revising whole plan. Will complete all mandatory elements by 12/74. G.P., L.U. Circ. & Housing from old plan but not adequate.	X	X	X	X	X	X					
	CITY TOTALS:		1			1	1	1					
	CITY	STATUS											
(12/74)	Calistoga	Complete G.P. in 12/74											
6/69 revising in 12/74	Napa	Revising and updating the old G.P. Will be completed by 12/74.	X			X	X	X					
(12/74)	St. Helena	Conservation, Open Space, Seismic Safety, Noise, Safety, Scenic Highways by 12/74, others by 6/75											
(2/75)	Yountville	Complete G.P. by 2/75											
* Parentheses indicate estimated future date of adoption. Designates combined element.													

NAPA COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Calistoga
St. Helena
Yountville

b. No Inconsistency:

Napa City

c. Inconsistency Noted:

Napa County

d. Nature of Inconsistencies:

Map Related:	Local plans show more intense use in open space	16
	Local plans show open space on regional urban lands	12
Transportation Related:		0
Shifts among urban uses:		0
Text:	Policy Definition	1
Other:	Technical	1

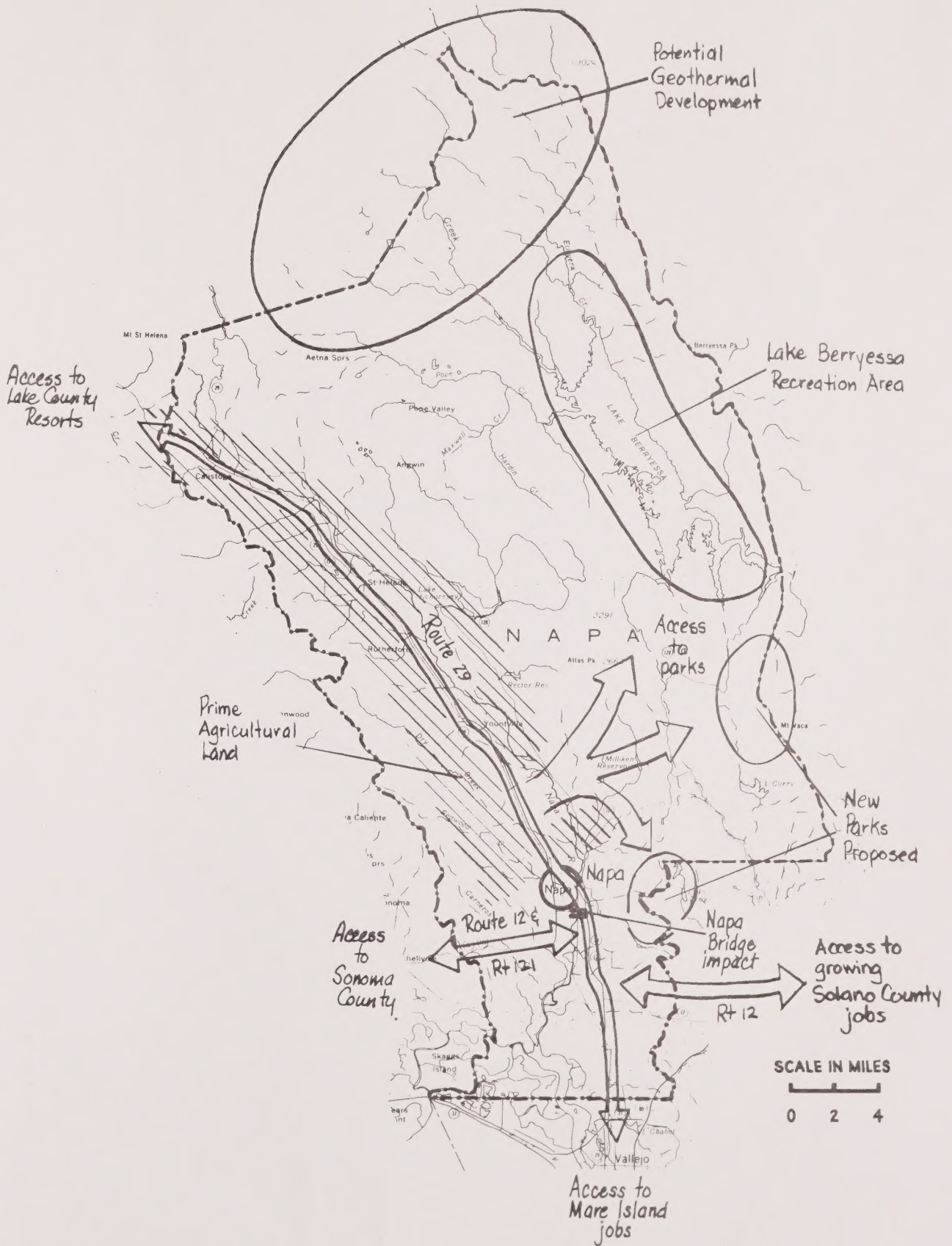
NAPA COUNTY

Illustrative Issues with Possible Regional Impact

<u>Issues</u>	<u>Major Significance</u>
Rts. 12/29 upgrading (MTC and Caltrans)	In the southern portion of the county between Napa and Vallejo Rt. 29 is the link to jobs in Vallejo and Benicia. Greater capacity will increase commuting from Napa to other employment cities. North of Napa Rt. 29 improvements will make the spine of the valley more attractive to tourism and increase pressures for commuting to jobs outside the county.
Recreation Development, -Lake Berryessa -New Parks	Increased recreational facilities could increase pressures in road system.
Napa River Bridge and Rts. 12/121 Improvements (MTC and Caltrans)	Elimination of this traditional bottleneck in commuting from Napa and Sonoma counties to Solano and Contra Costa County will induce further development pressures in Napa Valley and Southern Valley of Moon and parts of Sonoma.
Potential Geothermal Development	New energy source will require careful control of environmental impact in the area.
City of Napa Growth Policy (City of Napa)	City of Napa passed a referendum on growth which directs the city to seek to achieve slow growth rates, small city scale, and a balance of housing opportunities.
Sphere of Influence Decision	Define areas for potential urbanization.

Continuing Concerns

- Maintenance of uniquely suited wine-grape areas which are of national significance.
- Increased air pollution from more autos in the Valley could be harmful to the grape industry. Increasing scale of corporate wine production and facilities in the Valley could overwhelm present transportation and pollution control programs. Likewise, tendency to large lot zoning for residences could raise land values to point where low and moderate income housing, particularly for employees of the wine industries, cannot be sustained.



6-DEVELOPMENT ISSUES

Napa County



SONOMA COUNTY

SECRET - COMINT

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS
AS OF OCTOBER 1974

int
1
unc
6/75

[illegible]

SONOMA COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Cloverdale	Rohnert Park
Cotati	Sebastopol
Healdsburg	Sonoma

b. No Inconsistency:

None

c. Inconsistency Noted:

Sonoma County
Petaluma
Santa Rosa

d. Nature of Inconsistencies:

Map Related:	Local plans show urban uses on regional non-urban land	7
	Local plans show non-urban uses on regional urban land	6
Transportation Related:		7
Shifts among urban uses:		6
Text:	Policy Definition	4
Other:	Technical Definition	4

SONOMA COUNTY

Illustrative Issues with Possible Regional Impact

<u>Issues</u>	<u>Major Significance</u>
Coastal Development Pressures Sea Ranch (Private) Bodega Bay (Sonoma County)	-While Sonoma County agrees in principle with the objectives and much of the substance of the ABAG Coastal Plan, unresolved questions remain concerning the extent of expansion of the Sea Ranch and Bodega Bay communities on the coastline.
Warm Springs Dam (Corps of Engineers)	-Proposed dam would provide increased water supply for Sonoma and Marin Counties development. Environmental impact and effect on downstream land uses, particularly induced development in path of 100 year floods, has been a matter of controversy.
Santa Rosa Growth Plan (City of Santa Rosa)	-City proposes program to ensure that their objectives of controlling growth and maintaining viable economic base can be achieved. The approach, if successful, could be a model for other communities. Key issue will be cooperation between city, County and LAFCO on development patterns in the City sphere of influence but beyond their current incorporated limits.
Potential Geothermal Development	New energy source will require careful control of environmental impact in the area.
Golden Gate Transit Bus Service (GG Bridge District) Napa Bridge, Rt. 12 and Rt. 37 Upgrading (MTC/Caltrans)	-Level of bus transit service is seen as a key factor in determining proportion of Santa Rosa's growth which would be commuter oriented to the south as against leading to a closer balance between residents and jobs in the Santa Rosa area. Same effect generally in the County is anticipated resulting from Napa

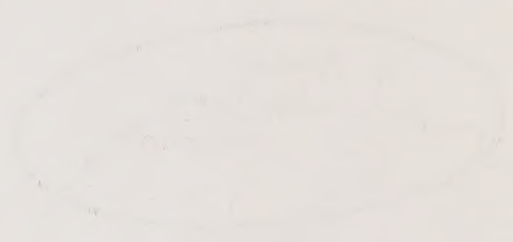
Bridge decision and Rt. 12 and Rt. 37 upgrading. Questions of regional transportation services north of Santa Rosa have not been addressed.

Rohnert Park Regional
Shopping Center (Private)

Major facility could have detrimental economic effect on Santa Rosa and Petaluma downtown shopping districts and could induce more auto travel in an area which has a potentially serious air quality problem.

Continuing Concerns

- Maintaining the Coastline as a unique natural resource for the whole region.
- Lot splits threaten maintenance of prime agricultural land in productive use throughout the county, particularly in the Russian River-Sebastopol area.
- Large lot zoning of unincorporated areas, while very popular, could result in high land values which would undermine the agricultural uses.
- The county is now exploring the potential viability and appropriate actions to secure a stable job-to-resident pattern of development and to avoid being a predominantly commuter community.
- Flood hazards are strong in some areas. The county has active programs but not all affected cities are yet eligible for participation in the Federal Flood Insurance Control Program.



6-10-1960
George G. G.

MARIN COUNTY

STATUS OF GENERAL PLANS AND STATE-MANDATED ELEMENTS
AS OF FEBRUARY 1975

MARIN COUNTY			X	X	X	X	X	X			X	
CITY TOTALS:			7	7	5	3	7	8	3	3	3	3
CITY	STATUS											
(5/75)	Belvedere	Complete G.P. being worked on now. Adoption - 5/75										
(11/74)	Corte Madera	G.P. in hearings now. Adoption - 11/74.					X	X				
68	Fairfax	Scenic Highways & Conservation-12/74. Seismic Safety & Noise-6/75. Others, no date.	X	X				X				
12/73	Larkspur	All complete.	X	X	X	X	X	X	X	X	X	X
1/75	Mill Valley	Plan update expected to be completed by 6/75		X	X		X	X				
6/73	Novato	Parks and Recreation element in preparation.	X	X	X	X	X	X	X	X	X	X
7/74	Ross	All complete.	X	X	X	X	X	X	X	X	X	X
(1/75)	San Anselmo	Will complete all elements by /75.					X	X				
(1/74)	San Rafael	All complete.										
12/70	Sausalito	Housing - 3/75. Other elements completed around 9/75.	X	X	X		X	X				
64 (rev 12/74)	Tiburon	Revising old G.P. Will complete with all elements by 12/74.	X	X								

* Parentheses indicate estimated future date of adoption.

Designates combined element.

Designates combined element.

MARIN COUNTY

Responses to 1973 Survey of Local/Regional Consistency

a. No Response:

Fairfax	San Rafael
Larkspur	Sausalito
Ross	Tiburon

b. No Inconsistency:

Belvedere
Corte Madera

c. Inconsistency Noted:

Marin County
Mill Valley
Novato
San Anselmo

d. Nature of Inconsistencies:

Map Related:	Local plans show more intense uses in open space	6
	Local plans show open space on regional urban land	8
Transportation Related:		2
Shifts within urban uses:		0
Text:	Policy Definition	0
Other:	Technical Definition	0

MARIN COUNTY

Illustrative Issues with Possible Regional Impact

Issues

Major Significance

Golden Gate National
Recreation Area
Pt. Reyes National Seashore
(DOI)

Federal Protection of the bulk of the Marin coast should ensure that area against development . Issue of access to Park for visitors and safety improvements to Rt. 1 without expanding highway capacity which would induce development is not resolved. Recreational transit access is under study.

City-County Coordination
for growth control ordinance
(Marin County)

Some means for city and County coordination of growth is vital. Proposed ordinance to ensure city and county cooperation in managing growth in unurbanized area, if adopted, could be major tool for use by other governmental units in region.

Water Moratoria-North
Marin Co. Water District

Availability of water has been used as a surrogate policy to seek to control growth in lieu of other effective public tools. Recent bond issue turned down.

Regional Shopping Center-
Corte Madera-Novato-
Larkspur
(Private)

Potential impact on established shopping districts and planned new centers as well as tax base of adjacent communities.

Larkspur Ferry Terminal
(GG Bridge District)

Provide additional ferry capacity to S. F. as substitute for auto and bus use of already congested Golden Gate Bridge. Intensive business and residential development anticipated in vicinity of the terminal. Potential growth center.

Hamilton AFB
(Defense Dept./FAA/GSA)

Use of Hamilton AFB after planned closing will have a large potential impact. Jobs are needed to replace those which will be lost. This may be one location where new basic industry can be established. Potential use of Hamilton

as commercial jet airport is opposed, as is the case with the Napa Airport, thus putting pressure on existing airports.

Widening Rt. 101
(MTC/Caltrans)

Will make commutation through Marin from Sonoma County locations easier. Conversely will make jobs in Sonoma County more accessible to Marin residents.

Sphere of Influence
Decisions

Establish potential areas for urbanization.

Novato Flood Control
District Study
(USCOE)

Study of potential drainage program to add 1,000 acres at end of San Pablo Bay.

Continuing Concerns

- Use and protection of the coastline outside the Park and Seashore is still an issue, and related is how the agricultural viability of West Marin can be maintained if greater accessibility is provided to the area in order to get people to these recreation areas.
- A number of factors including small population, lack of available land, close in location to San Francisco, desirable natural environment, and identifiable communities, combined with the rough topography of most Marin locations has resulted in added housing costs which virtually preclude low and moderate income persons. Accordingly, even moderately paid employees in the county find they have to frequently live elsewhere and add their autos to the commutation load.
- The County is seeking to build a stronger basic job base which will permit the area to be less commuter dependent.
- wastewater treatment planning decisions concerning nature and potential use of recycling for agricultural uses may have potential impact on maintaining viable agricultural industry in west Marin.



6-DEVELOPMENT ISSUES

Marin County

U.C. BERKELEY LIBRARIES



C101743642

